



## VESSELS WANTED

WANTED second well equipped 30-35ft. diesel engine MFV 100hp, plus preferably fitted for stern trawling, enclosed wheelhouse essential, two bunk accommodation with galley facilities, etc., an advantage. Telephone: 03945 227 evenings.

WANTED diesel engine vessel about 70ft. x 20ft. x 7ft. draft for use as buoy tender, good windlass and space on foredeck essential, will consider suitable vessel built after 1960. Reply Harbour Office, Caernarvon. Telephone: Caernarvon 2116.

WANTED wooden seiner trawler, under 25 tons, not less than 150hp, money available, £25,000. Details Box No. 580.

WANTED trawler with winch, 34/36ft., wood or steel, Gardner, Lister preferred, payment up to £2,000, £3,000 down, balance paid off over limited period. Box No. 574.

ANGLING boat wanted, 25ft./32ft., preferably with forward wheelhouse and cabin, region of £3,000 to £7,000. Mr. Young, Park House Hotel, Lochinvar, telephone: Lochinvar 258.

## Official and Classified ADVERTISEMENTS

Continued from Page 15

WANTED British trawler or similar vessel originally built for sale, 55-60ft., engine unimportant, hull must be sound. R. Tucker, 0 Stafford Road, Harrow Weald, Middx.

WANTED Aquas Star 32/35ft. or similar angling boat, details and price to Box No. 575.

WANTED 50-60ft. Scottish MFV, good hull and Gardner engine, no fishing gear required. Box No. 586.

WANTED 40/50ft. MFV or similar, sound hull. Telephone: Dyerth 570 370 (0745 STD).

## DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 58 458.

WORLD wide delivery commercial craft by professional skipper, crew available. Write for quotation to E. Kent, MY "Boy Eric", Millbay Dock, Plymouth, telephone: Plymouth 338236.

## INSURANCE

SALVUS, SAIN (MANAGEMENT) LTD. Managers for GUINERLAND MARINE MUTUAL INSURANCE CO. LTD.

Over 1,700 skipper/owners insure their vessels and/or crews with us. For particulars write: 5 The Esplanade, Sunderland. Tyne & Wear SR2 780 Tel: 0783 42821 (10 lines)

TRAWLERS and commercial craft insured at competitive rates with leading insurance companies and at Lloyd's, annual or quarterly premiums arranged. Hugh Cochran & Associates, Marine Brokers, 9 Bull Hill, Povey, Cornwall. Tel. Povey 3460 (24 hour message). Take advantage of a quotation without fee or obligation.

## MARINE SURVEYS

SEA SURVEYS, 25 North Road, Bristol BS6 5AD. Prompt professional surveys and valuations. Stability books made up to DTT approval according to new regulations. All types, anywhere. Bristol 43322 (24 hours).

## WANTED

## "CORNISH MACKEREL SEASON" 1977 - 78.

On behalf of international consortium Cornish Shipping Limited seek to buy 20,000 tonnes of frozen packed mackerel for instant export during the next season.

For details, references, and quotations, please contact, Cornish Shipping Ltd., 2 Church Row, Northfleet, Halston, Canwall.

Telex: 05654. Telephone 032-85-2471, or 4610.

WANTED: Crabs claws and whistles, hauled or alive. Live lobsters. Box No. 377.

GOOD layer of quality pulch, smoked, wet, filled or whole. Telephone: Grimsby 50651.

WANTED southland salmon nets 4 1/2 in. mesh. Telephone: Bridlington 560704 evenings.

WOOD hull wanted, length 30ft./36ft., beam 12ft., to 14ft., cruiser or square stern, under 20 years old, telephone: Kings Lynn 2316.

£200+ for marine chronometer pre 1950. Divers helmets £200 paid. Various sections around £100 given. Marine instruments, telegraph, ship's wheels, clocks, compasses, binoculars, barometers, indeed any interesting (decorative) marine items purchased. Nav. lamps, oil and electric bought at sensible prices. In Scotland write to: Kindly Write, or Telephone Botley (046 82) 6514. The Old Fire Station, 41 High Street, Botley, Umpa. Anytime.

## PUBLIC NOTICE

## ISLE OF MAN FISHERMAN'S ASSOC.

The above Association comprising over fifty full time vessels is at present organising its supply situation. All persons wishing to be considered for the supply of clothing, safety equipment and other essential supplies and equipment should contact: The Secretary, 4 Queen's Drive, Peel, Isle of Man. Enclosing price lists, discounts and any necessary sample orders possible. Any present suppliers need not reply unless necessary. Terms are available.



## BUSINESS OPPORTUNITIES

THIRD partner wanted in pottery/trawler now water breaking coast, could be sold. N. Gregory, The Mill, by Lymington, Hants, Tel. 01329 5111.

WANTED second hand 100hp diesel engine vessel for sale. Tel. 0321 381372.

GARDNER 11 1/2 direct drive gearbox, state age and price of hydraulic box and conversion plates suitable 41W. Telephone: 051 632 1508.

PROPELLER to suit Gardner 183hp. Telephone: Sunderland 79334.

## Cummins Diesel

Sales & Service RAINHAM TRADING ESTATE COVERS CORNER, NEW ROAD, RAINHAM, ESSEX Tel: Rainham 83355

## fishing news

May 27, 1977

No. 3329

Est. 1913

15p

## WE ARE SAILING!

## Deepsea fleet demo on

WESTMINSTER is the target for frustrated trawlermen. Some of the biggest vessels in the British fleet will be sailing up the Thames on June 14 to demonstrate to the nation that the future of its fishing industry is at stake in the EEC talks taking place in Brussels on June 27. A new wave of alarm swept through the industry last week after the conservation talks in Brussels. This revived the idea of the trawler demonstration which had been shelved earlier this month.

Five big freezers coming up line-astern are expected to moor in the Pool of London. All other vessels taking part are requested to report at 0700 hours to the trawler Boston Blenheim, moored at Gravesend Reach on the morning of the protest.

Nell Perkes, British Fishing Federation director, is organising the demonstration, said: "We had to postpone the talks before this week's talks, but the tide was not suitable for the big ships so we shelved the idea. Now it's definitely on again. The way the negotiations went last week has convinced us we have to bring home to our own nation exactly what is at stake and show the rest of Europe we mean business."

A BFF spokesman added: "Frightening is the only word to describe the attitudes displayed by the other EEC members in the talks on herring. Everyone knows the herring is seriously threatened. The recent rapid decline in catches is evidence of how it is being overfished. Yet Britain stood alone in wanting to continue the present ban for the rest of the year, with the others plainly itching to get at the fish and grab what they can."

"The EEC Commission itself favours a ban, but the others will obviously override them and us if they can. The fact that the other EEC members are prepared to argue into the night in an attempt to continue raiding a valuable food resource that the best scientific evidence, and the EEC Commission itself, firmly declares to be in need of conservation clearly underlines the need for a ban."

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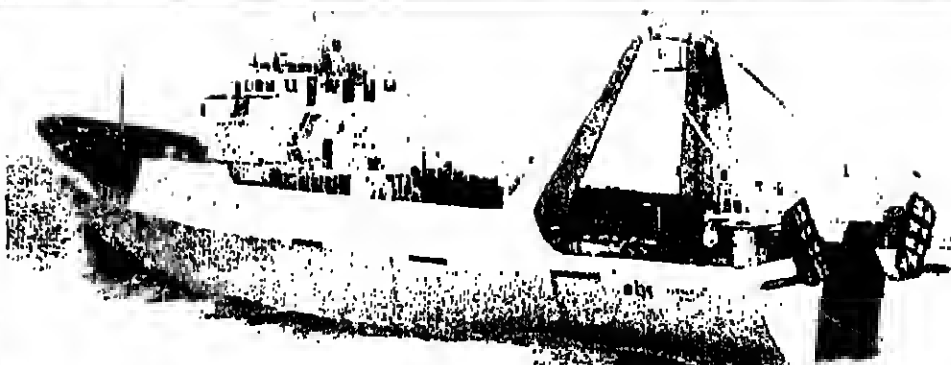
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Farnella — she could be on a Thames protest trip next month with four similar ships.

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## EEC trip: Shetland 'happy'

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# THE GREAT SAFETY FIGHT

## Protest forces Rules rethink



Top: Brixham trawler owner Les Cunningham, one of the leaders of the battle against the DoT safety rules, and (above) the men who resigned because of the local row, Jack Brenton. He originally surveyed *Our Adriatic*. Below: the arguments go on. Skipper Stan French (left) puts his point of view to DoT deputy chief surveyor, Jack Topp.



AFTER THEIR long fight inshore fishermen believe they are on the way to getting the DoT fishing vessels safety rules changed. A review of the rules was announced last week by Under-Secretary of State for Shipping, Stanley Clinton Davis. (*Fishing News*, May 20).

This move followed a meeting in London with representatives of fishermen from Scotland to Cornwall. At one stage during the meeting, Department of Trade officials were asked by the Fisheries Organisation Society to suspend the rules. Stanley Clinton Davis, announcing the review, said: "Teething problems are bound to occur in introducing any new safety regime. The fishing vessel safety rules are no exception."

"This is why I promised when they were introduced in 1975 to review the situation when some real experience had been gained in their application."

The minister said he would be having another meeting with the department's fishing vessel surveyors in the near future to consider how the difficulties which had arisen could be overcome.

He emphasised he was convinced there was a need for safety rules because inshore fishing was a dangerous occupation, and it was right for the department to ensure that the vessels involved be wholly effective to meet the hazards of operation in this industry. Included for consideration in the review would be some kind of instalment system which could be introduced on existing vessels to help fishermen pay the survey fees over a four-year period. The calculation of fees would also be studied.

Stability of existing vessels would also be studied to see if some flexibility could be introduced into the application of existing rules without undue risk.

A joint inter-departmental working group, which will meet regularly to study new developments concerning the rules, is being set up. The working group will include fishermen from all areas.

"For the first time after two years' bashing we have got our foot in the door", said Brixham trawler owner, Les Cunningham, who has played a leading role in the fight against the rules. But he warned that there would be no co-operation with the department in this area until the DoT's chief surveyor for

the south-west, Mr. B. Matthews, is removed. Mr. Matthews was involved in two controversial safety decisions on local boats.

In dealing with stability problems, Mr. Cunningham said he was dubious about some of the statistics produced by the department at the meeting. "These were losses dating back to 1961."

"We know these vessels are not", said Mr. Cunningham. "But we want to know why?" All the losses were not due to stability and that is why these statistics are misleading, pointed out Mr. Cunningham.

There was also a promise from the department to urgently examine the case of the Brixham trawler *Our Adriatic*, owned by Skipper Stan French, which had been declared unsafe after going to sea for 34 years.

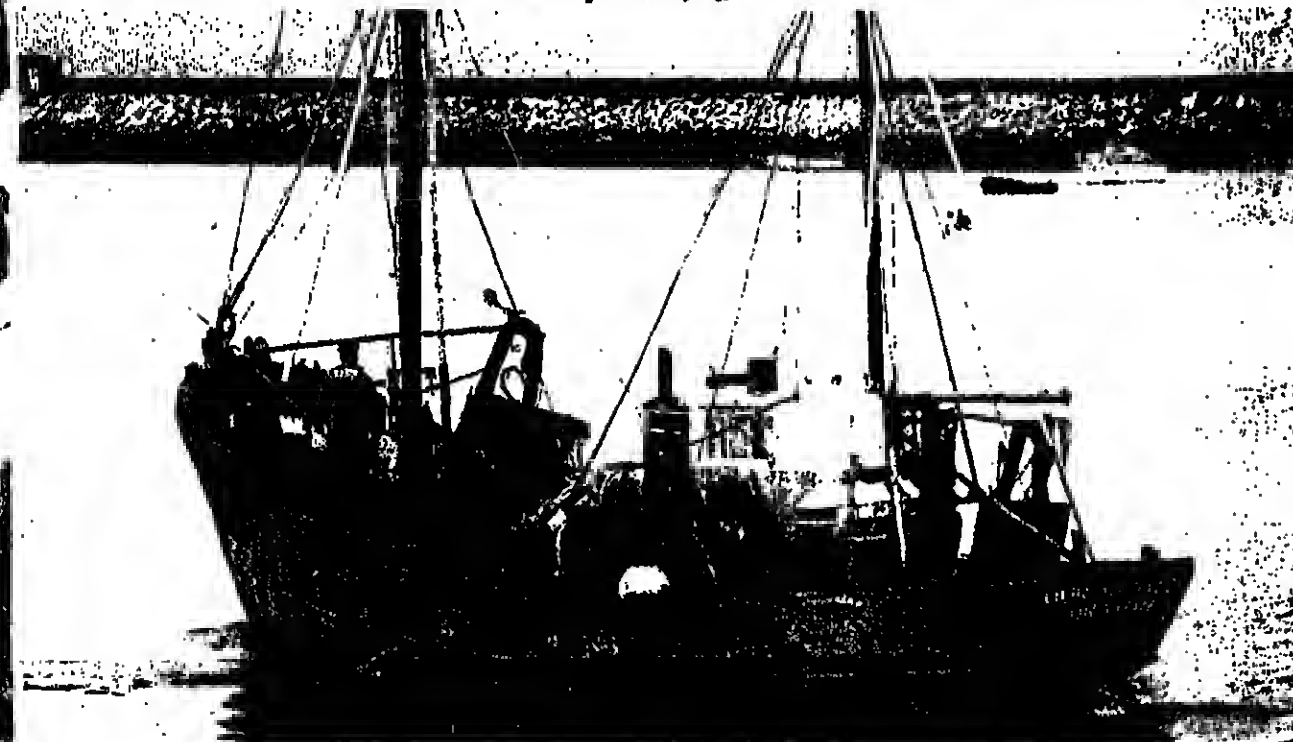
Strong pressure was mounted at the meeting for department decisions to have regard to the history of a vessel and her type of operation.

It is understood that the department has asked its local surveyor in the south-west, Jack Brenton, who resigned after the row over the rules, to reconsider his decision.

Survey fees: sea buck



Bob Matthews — the DoT's chief surveyor for the south-west — is being asked to reconsider his decision. Below: the 34-year-old *Our Adriatic* in Brixham harbour.



# HULL FREEZERS GOING DOWN TO AUSTRALIA

HULL IS to lose three freezer trawlers... to Australia. This follows a deal in which British United Trawlers has acquired a 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd. of Western Australia to develop an integrated catching, processing and marketing operation based at Albany, 250 miles south of Perth.

The project involves the construction of a new fish processing factory and trawler maintenance base on a site alongside the harbour at Albany. The factory will be equipped with the latest processing machinery, including units specially designed for Australian species, and is expected to be operational by late 1977. It is intended that the bulk of production will be marketed for consumption in Australia.

Southern Ocean's existing trawler fleet will be expanded by the addition of three BUT whole fish freezer trawlers, *Whella*, *Chesio* and *Orsino*, which are being extensively re-equipped for this project. It is expected that the first vessel will leave the UK for Australia in late summer/early autumn.

BUT is to provide Southern Ocean with an experienced UK management team comprising executives to take charge of the trawling and shore processing functions and a marine engineering superintendent. In addition, the freezer trawlers will be manned initially by experienced UK officers and crews are to be selected over the next few weeks; however, it is hoped that Australian fishermen will be recruited and trained to take over the manning of these vessels in the future.

In his statement announcing the support of the Western Australian Government for the project, the Premier, Sir Charles Court, said: "This joint venture adds a new dimension to the Australian fishing industry by extending activities from the coastal shelf to the deep sea."

"Western Australia now



Othello — one of three Hull freezers bound for Australia.

have a clear lead in the development of a rich offshore resource and will be in a strong position to exploit the potential of a 200-mile limit, should this be declared."

Sir Charles said the State Government was pleased to be closely associated with the deepest venture which is a breakthrough for the Australian fishing industry.

## Plaice: 'a disaster'

FLEETWOOD'S distant-water ships hit trouble from an unexpected quarter last week — lack of demand. The stern trawler *Boston Beverley*, commanded by Skipper Hugh McMillan, made the long voyage to the White Sea but when she returned with plaice the market hit rock bottom.

The vessel landed 908 kits, including 820 of plaice, but 203 kits of the main variety did not reach minimum price (£22) and went for fish meal. The catch sold for only £15,476.

Geoff Anderson, president of the Fleetwood Fish Merchant's Association, said of the trip: "It is just that on the day it is the wrong sort. The country is crammed with plaice at the moment, much of it imported, and minimum price is just too high for us to pay."

Dennie Bond, Fleetwood-based manager for Boston Deep Sea Fisheries Ltd., said: "The voyage was a disaster, causing a loss of thousands of pounds. The same has happened to ships on the Humber today. Don't

ask me to explain. It is one of the stupid things that happen in the fish trade."

There was better fortune for the port's near and middle-water trawlers landing during the week. The side trawler *Wyre Defence*, for example, returned from the Scottish grounds with 764 kits, including more than 200 of cod, 260 of haddock, 40 of coley and 150 of dogs, which sold for £16,321. On the same day the nearwater trawler *Rosamunda* continued a good run with 96 kits — seven of hake, 20 of roker, 20 of haddock, 10 of coley and 18 of roker — which sold for £3,313.

On the following day the 53ft wooden trawler *Gill Doris*, skipper-owned by Jack Delroy, had the market to herself and took full advantage of it. The vessel worked her usual North Channel grounds before returning with 102-kits including 16 of hake, 20 of cod, 25 of roker and four of dogs, for a grossing of £3,725 — an excellent total for a trawler of her class.

There was a good grossing for the 108ft *Royalist*, commanded by Skipper Jack Pickers, when she landed the day after. The vessel caught 414 kits, including more than 220 of cod, 45 of haddock, 45 of coley, 10 of roker and 20 of dogs, which sold for £12,802.

It was left to an Irish trawler to record the top average grossing of the week. The beam trawler *Marrie Jacob*, worked the Morecambe Bay grounds to such good effect that she was able to put into port with 81-kits, including more than 45 of sole, for a grossing of £6,512. The sole in the vessel's catch averaged more than £120 a kit. Boston Deep Sea Fisheries were the agents for the vessel.

## Soles soar to £160

THE GRIMSBY zulu boat *St. Vincent*, which has been inshore trawling throughout the winter, landed four kits of dover soles after a two-day trip last Friday to gross £570.

Skipper Sidney Carlton has worked hard on the local grounds and his fish sold from £144 per kit to a top line of £180 per kit through the local George B. Bee Ltd. agency.

*St. Vincent* was just about the only inshore boat in action at the South Humber port last week as north-easterly North Sea winds gust-

ed to gales at times. Ever *Shearbill* (Skipper Ted West), which made such a good start lining for dogfish, had to spend the week in port waiting for the weather to fair away.

This is all too often the trouble with inshore fishing — a good catch may have to cover expenses of several weeks.

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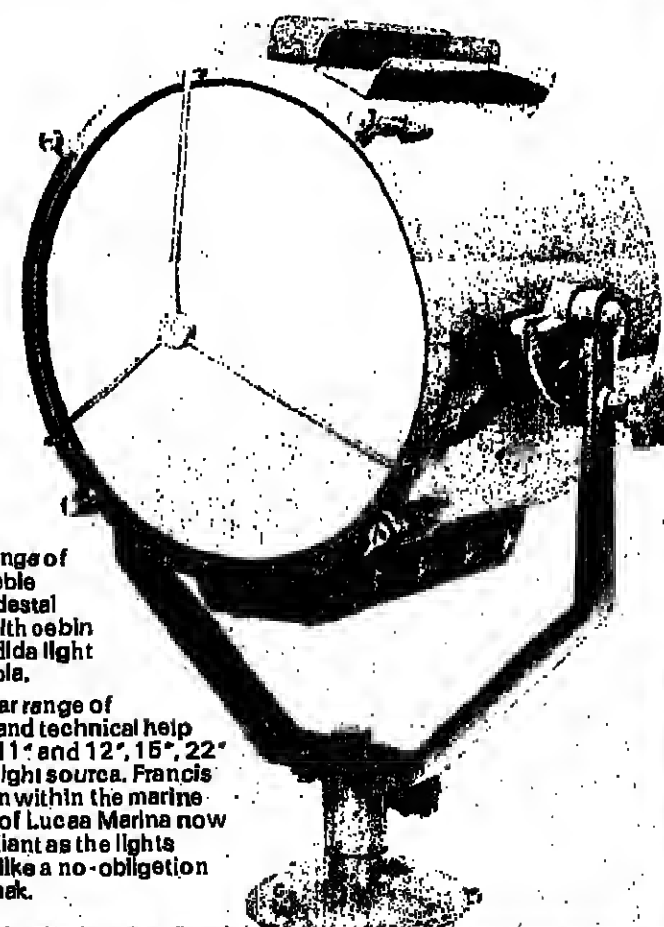
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facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 60 kHz transducer for steel vessels.

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# Union blocks port's Icelandic 'life-line'

AN ATTEMPT to bring an Icelandic trawler to Fleetwood to boost distant water supplies hit a snag last week when the local branch of the Transport and General Workers' Union (whose members unload ships) decided against the plan.

The move had been agreed by the Fleetwood Fishing Vessel Owners' Association and the Fleetwood Fish Merchants' Association, but when the lumpers met they decided not to lend the vessel.

Geoff Anderson, president of the merchants' association, said: "I believe that on a local level the lumpers had sympathy with our problem."

"But they said they had to abide by a national agreement that no Icelandic fish should be landed by their members until such time as we were able to fish their waters again."

He added: "Our willingness to handle Icelandic fish at Fleetwood after we were pushed out of their grounds in no way disloyal to British fishermen."

"Unless we start getting fish from somewhere soon

there will be no fish trade for our trawlermen to come home to. We supported the fishermen when they protested about the Icelanders' unilateral action. Now we are facing the most desperate of situations."

Mark Hamer, general manager of the owners' association, said of the Iceland plan: "The approach was made and it had to be considered because of the

critical supply situation facing Fleetwood."

"It got favourable news because, somehow, we have increased our throughput at Fleetwood. Naturally, it reported the matter to the men and was told of the inter-port agreement."

"These statements came a week when there was only one landing by a distant-water trawler to supply the market at the port."

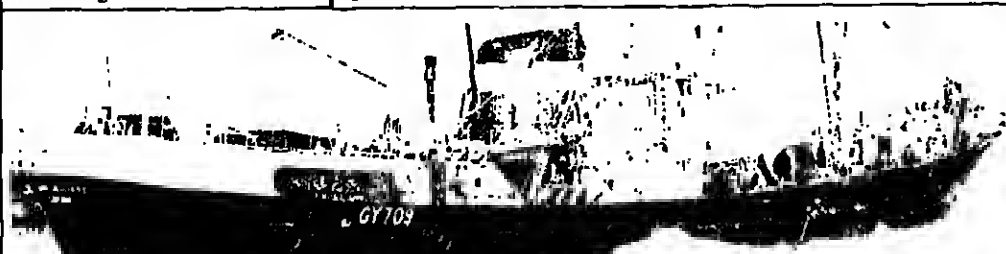
## That sinking feeling

PORTHLEVEN, Cornwall, fishermen Bill Lally had a shock when he arrived at the quayside on Saturday.

His 18ft. boat *Hoy Piron* was wallowing in 18ft. of water off the outer quay. Mr. Lally had arrived home from a fishing trip at

2.30 a.m. on Saturday morning and left his boat with supporting legs fixed to the changing tide.

A few hours later he and helpers were working frantically to right the boat and move her into the harbour for closer inspection. It is believed that one of the legs fixed to the boat gave way and sank at mid. It was still held firm Monday this week when it was attempted to withdraw



Lord Jellicoe — police at £5-a-kit chopped her grossing to a low £28,463.

# LING LANDINGS ON TOP AGAIN

FOR THE THIRD week in succession two big French blue ling landings have stolen the limelight at Grimsby.

But the bonanza could be drawing to a close as the seasonal fishery in the deep waters off the Faroes and Orkneys is nearly finished. Boston Deep Sea Fisheries Ltd., which has agented the procession of modern French stern trawlers so successfully, was only expecting one definite landing of French-caught blue ling this week. This will probably be the last of the year.

The chance Boston took in bringing the French blue ling to Grimsby in quantity has come off very well indeed. A buyer for an established firm of fish merchants told *Fishing News*: "We shall be very sorry when supplies dry up."

"It has proved a most acceptable, and cheap, alternative to haddock and cod end — coming at a time when muddfish has been difficult on the fresh market — has really helped us out of a hole."

Last week, after similar 16-day trips, the French trawler *Le Verrier* grossed £47,798 from 2,044 kits to average £23.38 per kit, while *Bressay Bank* made £44,385 from 2,015 kits at an average of £22.03. Both vessels landed almost all blue ling.

Over 30,000 kits were landed last week — the most since March — and prices in general stood up very well in the "rather slow" quayside trade.

The seiners had easily their best week of the year so far with good cod and plaice. Allard Hewson's *Gladness*

came within an ace of a new port grossing record for an anchor-seiner with 140 kits, including over 180 of cod and 100 of plaice, but Skipper Jorgen Olesen had to make do with £10,342.

The top flight pair team, *Margrethe Bojen* (Skipper: Jens Bojen) and *Frances Bojen* (Skipper: John Richardson), also got on to the North Sea and to chuck up £35,480 from 1,061 kits in 11 days.

Don't hit landod Newington's *Hurton Annis* (Skipper: Derek Brown) and *Burton Annis* (Skipper: Mol Torrington), back from a Western maiden as a pair team with 857 kits worth £23,232.

It was also a good week for the Tom Sleight agency; the pair team *Clee* and *Seorcher* grossed £15,379 and *Moomidi*, *Coral Bank* and *Genara* headed a host of big seining trips.

At the other extreme the distant water trawlers are still finding things very much against them. Boston's *Voleus* (Skipper: Eddie Grant), after a 24-day White Sea trip of 978 kits, found no buyers for her redfish and grossed only £21,402. Some 295 kits went to fish meal.

BUT the *Lord Jellicoe* (Skipper: Eddie Hall), on the same market, saw 388 kits of

plaice knocked down to the port foods manufacturers at 25p per kit and a further 34 left on board. She had a "disaster" grossing of £28,463 from a turnout of 1,340 kits.

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# £10,000 FINES FOR SPANISH PAIR TEAM

TWO SPANISH pair trawler skippers were each fined £10,000 at Stornoway Sheriff Court last Friday for illegal fishing inside the 200-mile limit.

They left Stornoway on Monday after paying the fines and buying back their catch and gear which had been ordered to be forfeited by the court.

The two skippers — Jose Balenciaga (51) of *Nuestra Señora de Olotz* and Eusebio

Amuchastegui (56) of *Son Sebastian de Soreau* — were given five days to pay the fine.

The sheriff had ordered that both vessels be detained at Stornoway until the fines were paid and had granted a warrant for the vessels to be sold if the fines were not paid.

Before sailing Skipper Balenciaga said: "We will not be back in these waters until the law is changed. It is now a matter for the Spanish government to take up with the EEC."

The skippers were found guilty of pair trawling for unauthorized fish in Zone 6 (A) within the 200-mile limit — an area where Spanish boats are permitted only to catch hake.

When they were arrested on Tuesday last week by the fishery cruiser HMS *Westro* 60-miles north-west of the Butt of Lewis, 80 per cent of their catch was found to be of unauthorized fish — mostly ling.

Sheriff Scott Robinson imposed fines of £10,000 on each

skipper, ordered forfeiture of gear from both vessels valued at £20,000 and also confiscated their catch, except the hake, valued at £4,000.

On Monday an agent for the Spanish trawlers paid the Sheriff clerk at Stornoway a total of £28,110 — £20,000 for the fines, £4,000 for the gear (re-purchased at a negotiated price) and £4,110 for the catch.

The Spanish vessels contribute about £500 a year in dues to Stornoway pier and harbour commission and their absence will also be felt by the marine engineering firms in the town. They also spent a lot of money with the grocers and butchers and bought tape recorders and radios, etc.

# Lobster raid-thief beware

SIR, In the early hours of last Friday some 4 to 4½ cwt. of select lobsters worth about £1,000 were stolen from the Port Isaac fishermen's storage pool.

Fishermen feel that it was possibly someone with local knowledge, as there was three days' catch from all the boats in the pool which was due for clearance to the market that day.

Although the store pots were not open they were not unduly disturbed, which would indicate that the thieves knew how to handle lobsters.

Police were informed at 11.30 am when the tide left the pool and the discovery was made. They were quickly on the scene and enquiries were soon started. Perhaps through reading this letter dealers or buyers may remember an extra consignment or someone selling lobsters who normally does not sell too many to the trade. The larger fish would have red-

## LETTERS

dish claws — 'Red Toss' as they are called here.

There are now about 20 hangmen's knots waiting in various cellars in the village... J. ROWE, 13, Dolphin Street, Port Isaac, Cornwall.

## SHUT-DOWN

GRIMSBY fish market will be closed on June 8 and 7, the Spring Bank Holiday and the Queen's Silver Jubilee. The market will re-open on Wednesday, June 8.

# Another mini-net

A FRENCH skipper was fined £800 at Plymouth Magistrates Court on Tuesday for using nets with under-size mesh. He was ordered to forfeit the offending parts of his nets and pay £70 costs.

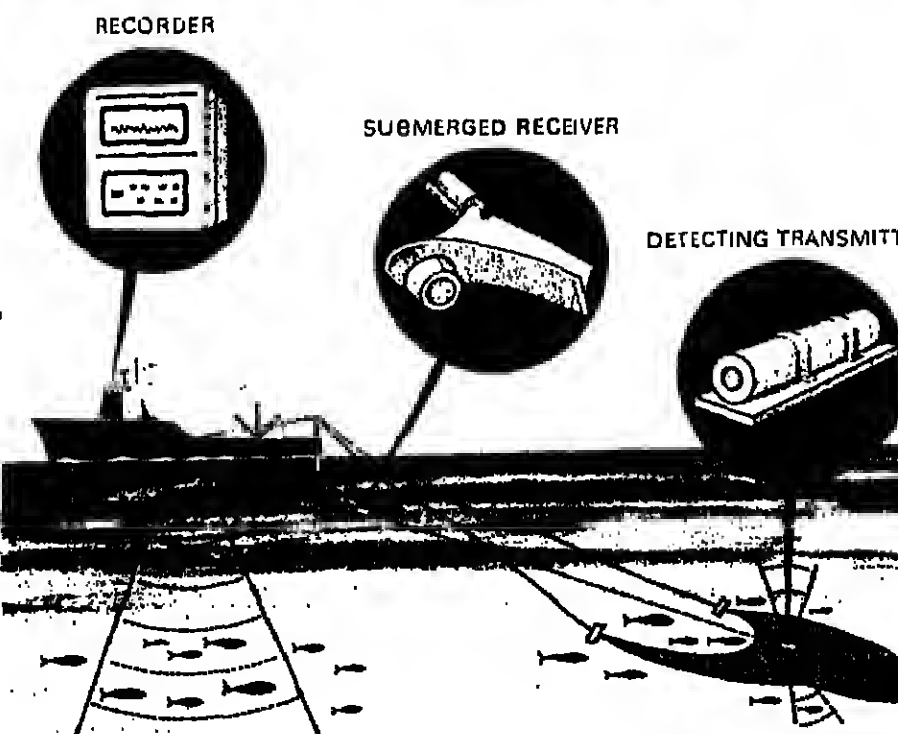
Mercal Bordes, 34-year-old skipper of the trawler *Le Bordes* came from the same port in Brittany as a French skipper fined earlier this month for a similar offence. It was unlikely that he did not know about that incident.

Hilary Collins, prosecuting for the MAFF, told the court that when a boarding party from HMS *Jersey* went aboard *Le Bordes* it was clear from the state of the nets that they had just been used. They were 9 mm. smaller than the legal 75 mm. limit.

Mr. Collins said that international regulations were designed to preserve the world's stocks of fish and in-

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headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. It will also monitor water temperature at the net.

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**THE VALUE** of fish put ashore at Peterhead up to the end of April this year was worth almost double that sold during the same period of 1976. Also, landings increased by 25 per cent.

Provisional figures show that, by the end of April, 415,512 cwt. of white fish had sold for £2,131,091, as compared with 311,845 cwt. valued at £1,282,093 during the same period in 1976.

The average price paid for white fish during the period amounted to £20.12 per cwt., as against £13.50 last year.

Demand has been consistently high for all species, with cod fetching as much as £44 a box. Even the value of cod has doubled due to the cut-back in our Icelandic cod supplies.

More boats than ever are now switching to Peterhead from other ports and around 270 vessels have at some time landed fish there this year.

A number of Shetland boats which have formerly run to Aberdeen with their catches are now using Peterhead regularly, and a few small Arbroath and Pittenweem boats have been forced north by a shortage of fish on their local grounds.

Landings are particularly heavy at weekends and, on one such occasion recently, a total of 107 boats put ashore 26,000 boxes on the Friday, Saturday and Monday. Boats arriving during Friday morning had to discharge on the Saturday, and those turning up after lunchtime on Friday had to hold their catches back until the Monday.

Now the cry is for more market space. Although fishermen and shore personnel cope admirably with the terrific congestion, the existing facilities are no longer adequate.

The present market, part of which came into use last year, has space for only six or seven thousand boxes laid out in single tiers. Some catches

## PETERHEAD a monthly report

amounted to 229,822 cwt. as against 140,919 cwt. during the same period in 1976, and there are fears any quota could well be used up by the middle of the year.

Many fishermen welcome the new restriction on landing ungutted haddock, but others argue that it will fail as a conservation measure.

The crew of one large Peterhead seiner told *Fishing News* that it only meant less sleep and extra gutting. They said that they had only four hours' sleep during three days of fishing.

As you can't forecast exactly what is going to be in the net, it is not easy to cut down on haddock. So, crews have the choice of doing the extra gutting or dumping the already dead fish back overboard.

One fisherman said a more workable alternative would be to set an overall catch quota for the boats at something like 300 boxes of all species of fish for each landing.

Back-up facilities for the port's expanding fleet are under pressure, and firms are trying to meet the greater demand for their services.

Peterhead Ice Co. Ltd. has installed additional equipment to increase output by some 25 per cent. Founded by Mr. R. S. Brown and his son, Mr. J. Brown, the factory became operational in 1974 with a fully-automatic tube ice plant from the Swedish company Stal Refrigeration AB.

Installed by Stal's British

mand with boats coming in from all over Scotland for overhaul and repair.

At present about 60 vessels are booked to use the slipway and others are having to be turned away.

The harbour trustees are considering a plan to extend the slipway so that eight vessels could be accommodated at one time instead of the present four.

Only three new boats are under construction for Peterhead's fleet, but a number of skippers are having their vessels modified.

With this trend in the herring fishery being towards quality rather than quantity, Skipper Jim Duthie is having his vessel — the 86ft. *Accord*

— lengthened and fitted with refrigerated sea water tanks. *Accord* is one of the more unusual vessels in Scotland and, at the time of her completion at the Dutch yard of K. Hakvoort in 1970, was of a design unique to the British fleet.

*Accord* is fitted for a variety of fishing methods, also to provide a standard of safety and comfort for her crew. She is of stern trawler layout, with the superstructure forward and a roomy working deck aft.

She has spent most of her time pair trawling for herring, latterly working in

partnership with the Peterhead boats *Starrest* and *Faithful II*.

Skipper Duthie has always tried to land herring in top condition and, for a while, used chilled seawater containers in which herring could be transported to the processor.

Now the vessel has been suited back to her builders to have a five metre (16ft.) section inserted amidships, together with three insulated RSW tanks having a total capacity for 500 units of herring.

A Promac refrigeration plant will be fitted and her

original 585 hp engine is to be replaced by a larger Cat unit of 800 hp, with a P. and B. pitch propeller.

Other new equipment include a Karmoy winch and a Canadeco Caterpillar auxiliary engine, and a capacity for 17 reels are from the Caterpillar Hydraulic Co. and a capacity for 17 reels are from the Caterpillar Hydraulic Co. and a capacity for 17 reels are from the Caterpillar Hydraulic Co.

The work should be completed by October, by which time the Peterhead firm will have new fittings including a new winch, 'Sailor' £150,000.

Skipper Duthie expects that he had decided to have a new galley, *Accord* lengthened and fridge.

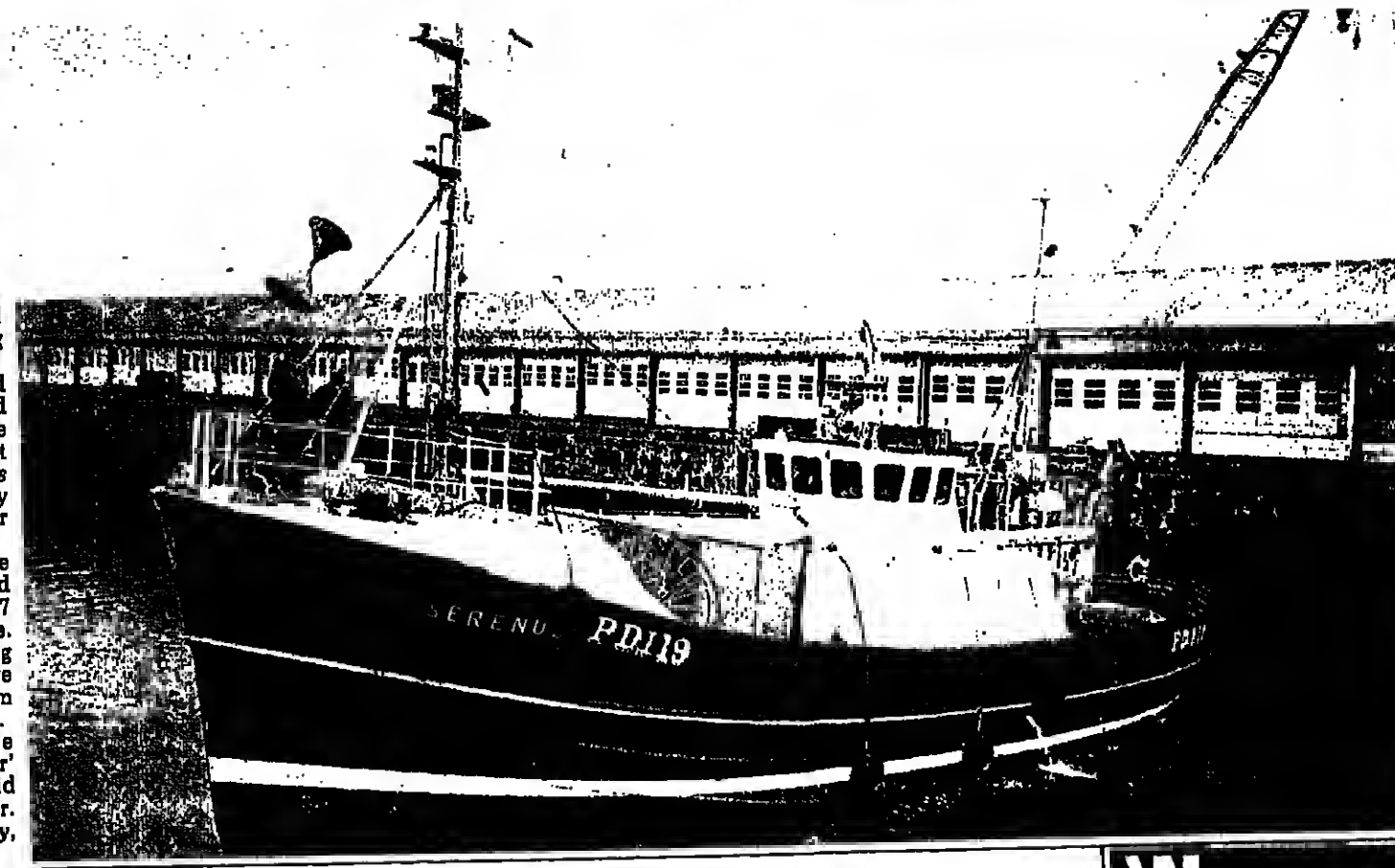
May 27, 1977

ard is to have a new engine costing £10,000. She is to be fitted with a new RSW tank.

Number of Peterhead boats now being fitted with new reels are from the Caterpillar Hydraulic Co. and a capacity for 17 reels are from the Caterpillar Hydraulic Co.

The work should be completed by October, by which time the Peterhead firm will have new fittings including a new winch, 'Sailor' £150,000.

Skipper Duthie expects that he had decided to have a new galley, *Accord* lengthened and fridge.



**50  
years ago**

MAY 28, 1927

ICELAND 'building a new' with fine reel-ers for illegal trawling inside the recently set-up three-mile limit.

NEW herring mart at North Shields officially opened and it is intended to make the port 'one of the finest in the country'. Drifter fishermen may leave the port because of low fish prices due to a suspected ring.

SKIPPERS who potentiated a U-boat trawl for war use will not receive any cash. Lawyers who drew up a Royal Warrant the King aligned excluded their payments.

FISH merchants representing major ports, and the British Trawlers Federation, tell Haulway Rates Committee that freight charges for fish have reached their limit — higher charges cannot be paid.

FLEETWOOD plans a second expedition to find new haddock fishing grounds following the success of the hake trips.

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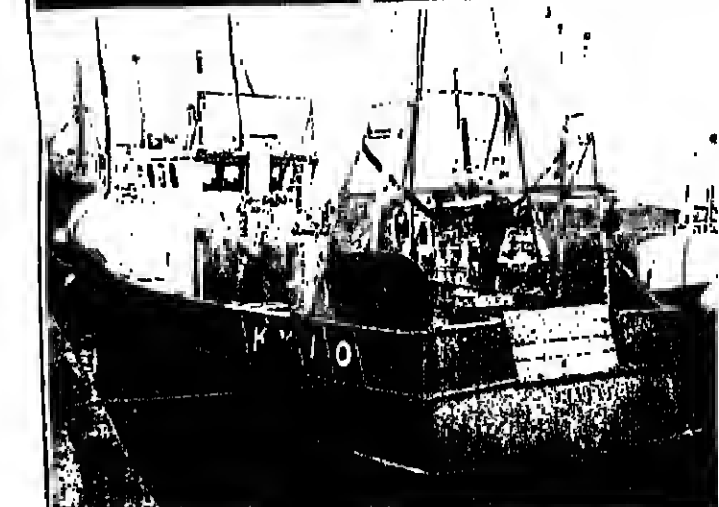
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## 'Nauru' to go pair fishing



**THE FORMER** five small stern trawler *Nauru* (above) has joined the Aberdeen fleet and is soon expected to start pair trawling.

She has been bought by Aberdeen fish merchant, Fred Patterson, in partnership with Skipper Colin Masson of Stoochaven.

The two men originally owned the 40ft. vessel *Moray Gem*, but decided to sell her and invest in a larger steel vessel.

*Nauru*, with an overall length of about 54ft., was built some three years ago by the Whitby firm of Harbour Grange.

She will be working a single boat white fish trawl to begin with, but her owners hope that later on she will pair trawl for white fish in partnership with the local boat *Smallwood*, in which Mr. Patterson is also a shareholder.

*Smallwood* worked pair trawls for a short time last year in company with the small stern trawler *Terra Nova* and was quite successful.

Skipper Masson said pair trawling has advantages over single boat fishing as it allows the boats to use bigger and higher nets and to cover more ground. The method does seem to catch more fish.

*Nauru* and *Smallwood* are shortly to take delivery of a

*Nauru's* Graham Ferrier trawl winch and net drum.



*Sparkling Star* takes on ice at Peterhead. The port's ice company has recently increased its output of tube ice to 100 tons a day.

are having to be stacked, which is not liked by fishermen or buyers.

Although second sales are held when landings are heavy, there is only one auction on Saturdays — hence a number of catches having to be held up until Monday.

Many of the boats are doing very well, with quite a number grossing £10,000 in a week, and on average they are landing more fish.

The average daily catch by seine netters is up by six cwt. compared with the early part of 1976.

One seine net skipper said that shoals are 'lumpy'; one day there is very little to catch but on the next day 300 boxes can be taken in three successive hauls.

Things, despite this tremendous leap forward by the white fish fleet, are not as well as they may seem.

Fishermen have grave fears for the future of the haddock fishery and are confused by the lack of positive political moves regarding a quota for this year.

Haddock landings at Peterhead during the first four months of the year have

associate, Stal-Levin Ltd., the original equipment included a Model FA253 tube ice machine operating on ammonia as the liquid refrigerant.

The machine, using three ice generators, could produce 72 tons of ice every 24 hours but, least summer, demand was exceeding supply and the factory was having to bring in extra ice all the way from Aberdeen.

Now, an additional ice generator and compressor have been fitted to increase output to 100 tons in 24 hours.

The new compressor need run only at one-quarter of its full power, but could be used at full output should the original compressor break down.

The factory regularly supplies ice to 160 boats, in addition to icing fish ready for transport by lorry to processors.

James Brown is now the firm's managing director, following the retirement of his father, with Bruce Foreyth as his assistant manager.

The patent slipway at Peterhead is also in heavy de-

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